AMENDMENTS TO THE SPECIFICATION

Please amend the title of the invention as follows:

--SPINDLE MOTOR AND DISK DRIVE ~~FURNISHED THEREWITH~~ UTILIZING THE SPINDLE MOTOR--

Please replace Paragraph [0036] - [0039] with the following rewritten version:

--[0036] The spindle motor graphically represented in Fig. 2 is furnished with: a rotor 6 constituted from a rotor hub 2 which is made up of an approximately disk-shaped upper wall portion 2a (top plate) and a cylindrical peripheral wall portion 2b (cylindrical wall) depending downward from the outer rim of the upper wall portion 2a-and from a shaft 4 one end portion of which perimetrically is fixedly fitted into the central portion of the upper wall portion 2a of the rotor hub 2; a hollow cylindrical sleeve 8 rotatively supporting the shaft 4; a cover member 10 that closes over the lower opening portion of the sleeve 8 and opposes the end face of the shaft 4 along its free end; and a bracket 12 formed unitarily with a cylindrical portion 12a into which the sleeve 8 is fitted. A stator 16 having a plurality of teeth is provided on an outer peripheral surface of the cylindrical portion 12a of the bracket 12, wherein the rotor magnet 18 radially opposes the stator ~~116~~ 16 across a gap. Likewise, a flange-shaped disk-carrying portion 2c by which recording disk such as a hard disk (illustrated as disk plates 53 in Fig. 6) are carried is provided on the outer peripheral surface of the peripheral wall portion 2b of the rotor hub 2.--

--[0037] A through-hole 4a is formed in the shaft 4, penetrating it coaxially with its rotational center axis. Male threads (not illustrated) for fastening a clamp (not illustrated)

in order to retain the recording disk on the disk-carrying portion 2c of the rotor hub 2 are clinched in the opening of the through-hole 4a on the rotor-hub 2 side. Meanwhile, a pin member 20 having a flange-shaped portion 20a diametrically larger than the shaft 4 outer diameter is fitted in the opening of the through-hole 4a on the cover-member 10 side. A bored-out section in the sleeve 8 is provided in its cover-member 10 end; and by engagement of the face therein that is oriented orthogonal to the rotational center axis and that stretches from the inner-peripheral surface of the sleeve 8 to the circumferential wall of the bored-out section, with the matching face, oriented orthogonal to the rotational center axis, of the flange portion 20a of the pin-member 20, a retainer that holds the ~~rotor 106~~ stator 6 in place is configured.–

–[0038] An unbroken series of micro-gaps is formed in between the upper-end face of the sleeve 8 and the undersurface of the upper wall portion 2a of the rotor hub 2; and-continuing from the upper wall portion 2a of the rotor hub 2 in between the outer circumferential surface of the shaft 4 and the inner circumferential surface of the sleeve 8; and continuous therewith, in between the bored-out section of the sleeve 8 and the flange portion 20a of the pin-member 20; and in between the inner face of the cover member 10 and, axially opposing it, the end face of the pin member 20. (each of these gaps/clearances, as well as clearances formed within a communicating ~~passages 9~~ hole 36 that will be described shortly, taken together will be denoted "bearing clearances" hereinafter). Oil is retained continuously without interruption within these consecutive clearances, wherein a full-fill structure is configured.–

Please replace the Abstract with the following rewritten version:

—In a spindle motor utilizing dynamic-pressure bearings having a full-fill structure, a bearing configuration that balances and sustains at or above atmospheric pressure the internal pressure of the bearing oil. Thrust and radial bearing sections are configured within oil-filled bearing clearances in between the rotor, the shaft, and a shaft-encompassing hollow bearing member. A communicating passage one end of which opens on, radially inwardly along, the thrust bearing section is formed in the bearing member. Either axial ends of the bearing clearance in between the bearing member and shaft communicate through the passage. The communicating passage enables the oil to redistribute itself within the bearing clearances. Pressure difference between the axial upper and lower ends of the oil retained in between the bearing member and the shaft is compensated through the communicating passage, preventing incidents of negative pressure within the oil and of over-lift on the rotor. ~~And an annular protruding portion is formed on at least one of the end face of the bearing member and the flat face of the rotor at radially inward portion of the thrust bearing section.~~—